12.3.25

DEPARTMENT OF ECOLOGY
INSPECTION REPORT

TO: Files, Dan Cargill
DATE OF VISIT: 12/23/86
NEW INDUSTRY:

INSPECTOR: Richard Koch
PERMIT NO: WA-000000-0
PERMIT EXPIRES:

TYPE OF INSPECTION

PERMIT APPLICATION	___	PERMIT RENEWAL	___	PERMIT COMPLIANCE	___
COMPLAINT	___	ENFORCEMENT	___	DROP IN	XXX

FACILITY: Duwamish Shipyard, Inc.
ADDRESS: 5658 W. Marginal WAy
CITY: Seattle ZIP 98106 COUNTY: King PH. NO. 206-767-4880

PERSON CONTACTED: Don Meberg
TYPE OF FACILITY: Shipyard
RECEIVING WATER: Duwamish River
TYPE OF TREATMENT SYSTEM: BMP's

OPERATION: Satis_X_Fair___ Unsat___; Complies with permit conditions_na_

DESCRIPTION: Don Meberg conducted a tour of the shipyard for Nancy Ellison and Richard Koch, NWRO; Kathy Fletcher, Tom Hubbard, Jerry Boese, Marge Redmond, Sherri Tonne, and John Sawyer, PSWQA. The last three being board members.

The barrels in the back storage had been shipped out.

The graving dock was flooded. Don Meberg gave a brief list of activities scheduled for the graving dock in the next month. Don also explained the operation and construction of the graving dock. In January a bow section, currently being converted at MP&E's Fox Ave. facility, will be floated in on a barge. Additional sections for fish processing are being fabricated in Korea. Each section will be unloaded from barges by crawlers and assembly occurring on land. The completed vessel will be loaded onto a submersible barge with the barge being submerged at a location as yet undetermined.

The vessel Four Daughters was on the marine railway and sandblast grit was being swept up. Don gave a run down of operational problems associated with the two methods of removing a paint system, sandblasting and hydroblasting. Don also commented on why sand is no longer used for the abrasive, silicosis of the lungs the being the major reason. Don shared with the group ideas for controlling and containing runoff from the railway. One thought being a rubber weir to catch grit and dust. The advantage of rubber being its flexibility when the carriage travels over it. A problem with a weir being the an effective location. If the weir is low enough to be below the end of larger ships it will also be below high tide. During incoming tides surface tension lifts the finer particulates and may float them out into the channel depending on the height of the weir. With hydro blasting a weir will be ineffective unless the marine railway platform is impervious.

On drydock No. 2, the southern drydock of wood construction, the board members were shown the deck and bilge block slides with an explanation of which clean up technique works better for dry or wet grit. The problems of using a vacuum recovery system were explained for the board members. Problems mentioned were the weight of the grit and the cohesion of wet grit which hased caused clogging of the vacuum hoses. Don showed the group the sump on drydock No. 2 were it may be possible to filter or collect for treatment hydroblast wash water. Tom Hubbard offered to send Don Meberg some information on filter fabrics. Don also invited Tom to explain why the fine grit, dust and paint are lifted from the grit by the water and are of concern environmentally. Tom volunteered that the particulates float in the microlayer due to strong surface tension of water and that the microlayer is also a egg and fish fry habitat.

It was explained to the board members that drydock No. 1, the northern dock of steel construction, is unique locally. Whereas building a drydock from a barge with two wings walls held three feet away from the barge deck was a simple but effective design for stability during docking, environmentally the gap between the deck and the wing walls provides a convenient escape route for pollutants. Don offered in general conceptual terms the remedies to closing off the pollutant escape route.

Drip pans have been placed on the docks in areas next to the drydocks. The sandblast shed walls were being finished during the visit with the plastic front partition scheduled for delivery in two weeks. Don pointed out the still for recycling solvents to the board and noted that this pollution control option is profitable for the company. Since purchasing the still they have lowered solvent consumption to about two 55 gallon barrels a year. Don also explained about the disposal options for sandblast grit.

Kathy Fletcher asked if employee education was part of the pollution control program. Don answered yes and added that vessel owners and crew could be more of a problem at times. The example given was the painting by crew members of superstructure trim, lettering, etc. and that they generally walk around with a brush and paint can which might be set down anywhere.

FOLLOW UP: 1. Check sandblast facility progress and barrel storage containemnt in Jan.

Richard A. Koch
District Eng., Env. Quality

PHOTO No. _____

DATE: 12-22-84

TIME: _____

TAKEN BY: _____

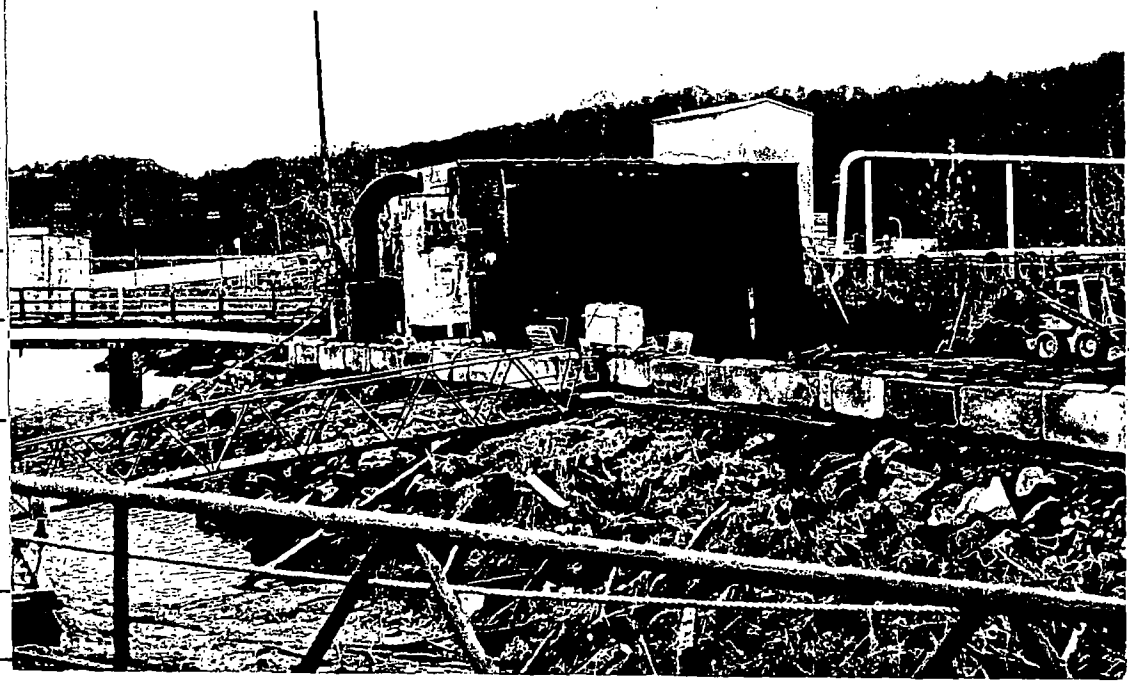
WITNESS: _____

FILM: _____

CAMERA: _____

DESCRIPTION:

Duwamish Shipyard



COMMENTS: Sandblast Shed.

PHOTO No. _____

DATE: _____

TIME: _____

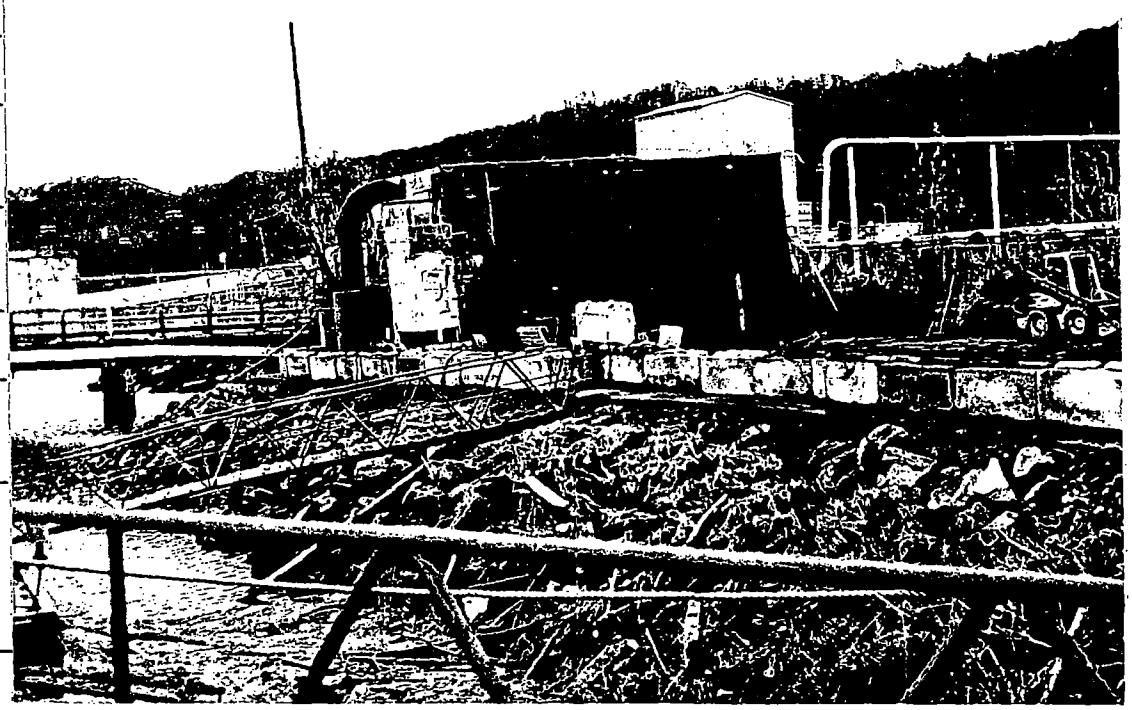
TAKEN BY: _____

WITNESS: _____

FILM: _____

CAMERA: _____

DESCRIPTION:



COMMENTS: